SPEAKER REED HERE.

A Crowd Cheers Him at the Railroad Station.

HIS ADVICE TO WESTERNERS.

Given to a Large Gathering at the Chamber of Commerce—He Studies the Line of the North Canal and Inspects the Government Cutters at Moran's Yard—An Afternoon Reception, at Which Many Leading People Are Introduced—Entertained at Dinner at the Rainier Club.

"The big man of Maine" Guly arrived in this city yesterday, and was fussed and made much of just as far as he would permit it. He had emphatically requested that there should be no formal welcome, or formalities of any kind; he desired to take a good look at the city, he said, and get an impression of its rapid growth since he was here for a brief visit nine years ago. But there are many people from Maine in this city who desired to get a look at him and the chance to shake his hand. There was also a natural, kindly curiosity on the part of citizens generally to see the distinguished American, of whom they have read so much. So that the disappointment should be lessened as much as possible, an informal gathering at the Chamber of Commerce was arranged, and in the afternoon Speaker Reed held an informal reception at the Rainier-Grand.

Between these two gatherings Mr. Reed and his party were taken to the end of the Broadway line and from the hill a little beyond Gov. McGraw pointed out to him the course of the North canal and the position of Magnolia bluffs, where the army post is to be. Next the party was taken to Moran's shipyards to see the revenue cutters in course of construction. Then followed the reception at the hotel, at which a large number of people were presented, after which came an informal banquet at the Rainie Club and an evening at the theater.

At the end of it all Mr. Reed said he had thoroughly enjoyed it, and wished it had been possible to arrange for a longer stay, as he had hoped to see the new dry dock at Port Orchard, and the site of the army post. "Seattle seems to me," he said, "to be an active and vigorous city, and one of great possibilities and probabilities."

Speaker Reed came here shortly before noon yesterday on the Northern Pacific train from Tacoma. He was accompanied by his daughter, Miss Kittie Reed, and Congressman and Mrs. J. Frank Aldrich, of Chicago. A crowd had gathered at the depot, and when the train with Mr. Reed's private car rolled in a tall, athletic looking man on the platform shouted:

"Hello, Jim."

"Hello, Frank," shouted back Col. James Leddy, and there was an instantaneous cheer. But that was not Speaker Reed. It was Congressman Aldrich, and in a moment he was shaking hands with Mr. Leddy, who claims to be his political godfather. When they both lived in Chicago Mr. Leddy called up Mr. Aldrich at midnight and insisted that he should be park commissioner. This was the first step in his political career.

While the two were shaking hands Speaker Reed alighted from the coach. There was no mistaking him. There were several at the depot who were personally acquainted with him; the others recognized him from the numerous pictures of him that have been published, and from his size, it may be. He is over six feet tall and of ample girth, with a clean shaven, rosy, cherubic face that was never seen yesterday without a pleasing puckered smile on it. He raised his hat in response to the rousing cheers, and bowed his shining poll. Gov. McGraw, who had come with the party from Tacoma, then introduced the reception committee: Gen. J. B. Metcalfe, Maj. J. R. Hayden, Maj. W. S. Harlan, Hon. H. G. Bond, James D. Hoge, jr., R. C. Washburn and others, who escorted the party to a carriage drawn by four white horses, and amid renewed cheering they were driven off to the Rainier-Grand hotel.

Shortly after 1 o'clock the Reed party having had luncheon, the reception committee, reinforced by Mayor Wood, E. O. Graves, president of the Chamber of Commerce; Judge Burke, ex-Senator Allen, ex-Gov. Semple, Dr. E. W. Young, John Leary, David E. Durie, Lieut. and Mrs. Berry, and others waited upon the speaker and escorted him to the Chamber of Commerce. Everyone on the street seemed to recognize Mr. Reed, many gentlemen lifted their hats, but there was no attempt at cheering.

Mr. Reed's Little Talk.

The Chamber of Commerce was packed with people, and Mr. Reed was introduced to some of the members in the secretary's room. As he entered the chamber Mr. Reed was warmly applauded, and all through his little informal talk, for it was no attempt at speechmaking, the laughter and cheers rippled on together. Those who heard his remarks may possibly be disappointed when they read them—a proof that on this occasion it was Mr. Reed's jovial manner and way of saying things that was the charm.

When Gov. McGraw had taken the chair, and the guest of the city was seated at his right, Mayor Wood, who was among those standing for want of seats, stepped forward and made a very informal little speech of introduction and welcome. He said:

"We who are from the far East and middle West, and all of us, are very glad of this opportunity to offer the greetings of this outpost on the Pacific seaboard to the distinguished gentleman who honors us today. A distinguished citizen of the state of Maine was here a short time ago, and he addressed a large assemblage as 'fellow citizens, friends and neighbors.' That sentiment met with a hearty response, and I will borrow his words in expressing to our visitor the greetings of friends and neighbors and fellow citizens of this great country.

"We are met here, representatives of all classes of our fellow citizens, irrespective of party or calling in life. We had been advised that you did not desire any public attentions and therefore this meeting has been called on the spur of the moment merely to assure you of our friendly regard. I am sure that nothing which I can say will add to the good understanding that exists between our citizens here and those of the home of our guest, therefore I will simply introduce to you the eminent American, Mr. Reed, of Maine."

Mr. Reed rose and bowed several times in response to the continued applause, and said:

"I thank you very heartily for your kindly greeting, and beg to put myself right at once by saying that I am not to blame for addressing you, as you have brought this affliction upon yourselves. (Laughter.) I am not usually afraid to face an assembly, but a chamber of commerce I am a little bit in doubt about. In my own part of the country we have a chamber of commerce, and it does so many things—and knows them so thoroughly—that I have never dared to speak to them at all. I have therefore to say that I shall not presume to instruct you.

"It would be absurd for me to attempt to say anything of encouragement or cheer or urgency about business matters to the men who have been able to build such a splendid city as I see all about me, with the evidences of greatness that is of the present day and of the days to come, and I salute you in the midst of what seems to me a very great work. I was here nine years ago, and I remember very well the impression the town then made upon me, and I shall not forget when I go away now the impression which the great city makes upon me. (Applause.)

"I take this opportunity in regard to the homogenity of the American people, to urge upon you very earnestly that you must at all times be as far in accord with your fellow citizens across the continent as you conveniently can, because I wish to say to you—and I suppose you can say the same to me—that the very best feeling exists in the East toward the West. Don't you let any local orator, or any person who has designs of his own to work out, make you believe that there is any feeling in the East toward you except that of kindness and good hope.

"I took occasion during the last campaign—of course, I understand that I am not to enter into politics at all (laughter)—I took occasion to say to a gathering of some seven or eight thousand people of the East that from my association with the West I was sure they would find the Westerner thinking as they did, and that in time he would exhibit the same amount of common sense. (Laughter.) I did not say to them what I will say to you, that in my judgment that time is rather belated, but the Westerner will catch up beyond a doubt.

"You have such a great future before you that it seems a work of supererogation for me to say anything to you upon this point. Nevertheless you must recollect that fraternal feeling is a necessity, not only for the benefit of the East, but for the West also. I told one of my audiences that New England not only only sent her childwren here, but her money here, and as I remarked to that audience, both of them stayed. (Laughter.) While they were not so vociferous in their applause as you are at that sentiment, still they showed me that they had an appreciation, just as you have, of the fact that I am stating. (Renewed laughter.)

"Now let us be pretty manly and square about it. If you want our capital, and you get it, wait until you have forgotten that you have got it before you abuse us too badly. (Laughter.) I know that the sincere sentiment of the West toward the East is good, and I am not at all surprised if there should be in the West a little of something to the contrary. Because I understand something of the West, having caught glimpses of the ups and downs of your frontier life. We in the East run on an easy grade; but you go away up and then you come away down; and the result is you express a great deal more feeling than we would; but underneath this expression there is the same feeling for this whole country as we have in the East. The country is so vast that the various people in the various sections cannot be thoroughly assimilated, but with time and railroads, and possibly balloons, we will finally do it." (Laughter and applause.)

A Trip of Inspection.

A special committee then took the speaker and his party along Second avenue to the Madison street cable line. The comparatively small building leased by the government for a postoffice was pointed out to Mr. Reed, and it reminded him of the application made to congress by the people of Chicago for a new postoffice. "When they came to us," he said, "they declared that the building was tumbling to pieces, and that it would fall on them—on every one of them. Now they are trying to take that building down and they cannot tear it apart. I hear they are trying dynamite on it."

The party went up Madison street to Broadway, and out to the end of that line. From this point they walked to the edge of the bluff, and Gov. McGraw pointed out the course of the government survey for the canal joining the lakes. Mr. Reed listened very attentively and asked many questions, some of which seemed to show that he was acquainted with some of the details of the great work, and he made a sly joke about the terrible teredo. A cold, drizzling rain was falling at the time, but the speaker did not seem to mind it, so absorbed was he in thoroughly comprehending the engineering work under discussion and the advantages that its completion would afford.

At Moran's.

Carriages were waiting at the hotel upon their return, and when Mr. Reed asked where he was to be taken next Gen. Metcalfe said: "To see our warships."

"Your what?" sharply asked Speaker Reed.

"Our warships in course of construction," said the general without a blush or a stammer.

The line of carriages was driven to Moran's shipbuilding yards, and Robert Moran showed the speaker over the revenue cutter and torpedo boat which are being built there for the government. Speaker Reed was very complimentary to Mr. Moran, expressing his surprise that the work had progressed so far in so short a time. He was also shown through the shops, and was evidently entirely satisfied with the capacity of the establishment to undertake government work, and with the ability of the man who had built up such an industry so far to the westward. On the return the emptying pipe of the dredger was shown to the speaker, and the tide flat system explained by Mr. Durie.

The Afternoon Reception.

There was a continual string of visitors at the reception from 4 to 5 o'clock in the Rainier-Grand parlors, and Mr. Reed, instead of being bored with the handshaking, had a sly joke with nearly every one of those presented. Judge McGilvra told of his pioneer days, and of going to Chicago in 1844, to which Speaker Reed smilingly responded: "Ah! that was before the flood—I mean before the fire," and there was a hearty laugh. Mr. Reed laughed occasionally, and it did one good to hear him. No "Friar of Orders Gray" or "Simon the Cellarer" could have had a deeper, more resonant, more unctuous laugh than has Speaker Reed.

James Hamilton Lewis, the new congressman, came up and was presented, and did his very best bow. "I merely called to pay my respects, Mr. Reed," he said. "We know you, sir, and we honor you, sir, although we may not always agree with you." "That is very kind," said Mr. Reed, with a dignified air, and Mr. Lewis retired, blushing very prettily.

Several as they shook the speaker's hand said they had intended to vote for him for president; many expressed their determination to vote for him at the next election. One of these was George P. Walker, to whom Mr. Reed playfully responded, "Well, I don't know whether I shall let you."

Mrs. Wood was present at the reception, Mrs. Squire, Mr. and Mrs. and Miss Lansing, Miss Munger, Lieut. and Mrs. Berry and Mr. and Mrs. T. W. Gordon. Among those presented to the speaker were: A. P. Burleigh, S. H. Piles, Lieut. Harry G. Hamlet, A. H. Foote, Capt. Bradley, Ex-Judge Ladd, W. R. Forrest, Dr. Montgomery Russell, Judge Osborn, Ex-Gov. Knapp, of Alaska; Hon. H. G. Bond, R. B. Albertson, Judge Langley, Ex-Mayor Phelps, Will H. Parry, E. W. Cole, Rev. Dr. Temple (to whom Mr. Reed said Boston men were all good men), A. B. Burrell, Jacob Furth, E. C. Hughes, A. B. Stewart, Dr. John P. Sweeney, Herman Craven, H. P. Rude, John E. Humphries, W. E. Humphrey and many others.

A Short Interview.

In a chat after the reception Mr. Reed said he had nothing to express for publication in regard to the next congress. "What can I say?" he asked. "Nobody knows what will be done. They themselves don't know what will be done. The cabinet will not be made up until the night before inauguration, and until then no one will know or can give an idea of the course of legislation."

He was asked what he thought of the Bryan project to continue the silver campaign for the next four years.

"Oh, I don't know," he said. "I suppose he will continue to wave his hands above the flood for a time, just to show that he once existed."

In the evening the distinguished visitor and Congressman Aldrich were entertained at dinner at the Rainier Club, those present being: Gov. McGraw, Judge Burke, H. G. Struve, E. C. Hughes, R. C. Washburn, H. C. Henry, Maurice McMicken, A. B. Stewart, James D. Hoge, jr., Ex-Senator Allen, A. F. Burleigh, C. J. Smith and Jacob Furth. After dinner these gentlemen joined the ladies of the party at the Seattle theater.

The Reed party leaves this morning at 9 o'clock by the Seattle & International, to connect with the Canadian Pacific for the East. Mr. Reed will spend about two weeks at home, and then leave for his duties in Washington City.

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Take Laxative Bromo Quinine Tablets. Druggists refund money if it fails to cure. 25c.

Burlington Service.

A year and a half ago the Burlington Route's New Short Line to the East and South was opened for business.

During these eighteen months thousands of travelers have patronized it, and by so doing have not only saved much valuable time, but have gained new ideas of how a railroad should be run.

They have learned, among other things, that Burlington trains are always on time; that the Burlington's track is incomparably superior to any other in the West; that the phrase Comfort, Speed and Safety means something on the Burlington.

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Jas. Everard's Canada Malt Beer

Is bottled at the brewery in New York city. The Red Star is the trade mark. Try it, if you want to be convinced that it is the best beer in America. Try Everard's old English 'alf and 'alf. This celebrated beer will be found in the first-class resorts of Seattle and by dealers who give you 100 cents on the dollar. Ask for Everard's 'alf and 'alf and Everard's beer, in bottles only.

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Supreme Court Decisions.

Olympia, Nov. 11.—Special.—Opinions in the following cases have been handed down by the supreme court:

Northwestern and Pacific Hypotheck Bank, respondent, vs. Stella B. Suksdorf, appellant; appeal from Spokane county; affirmed.

A. Percival, respondent, vs. Cowychee & Wide Hollow Irrigation District, appellant; appeal from Yakima county; affirmed.

D. M. Osborn & Co., appellants, vs. Cyrenus E. Stevens et al., appellants; appeal from Kittitas county; reversed.

APPLES.

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PUT INTO THE WAVES.

THE LARGEST SCHOONER ON THE COAST LAUNCHED AT BLAKELEY.

Hall's Shipyard Turns Out the Big Five-Masted Schooner Inca — The Growth of a Puget Sound Ship-Building Industry — Eighty-four Vessels Sent Out to Do Their Part in the Commerce of the Pacific Sea.

Port Blakeley, Nov. 11.—Special.—The largest schooner that has ever been built on the Coast was launched at Hall Bros.'s shipyard today. The schooner was ready for launching early in the morning, but the ceremony was delayed until after the arrival of the steamer Renton from Seattle, as a number of people came over to witness the launching.

At exactly 10:40 a. m. the whistle was blown by the foreman of the yard, and at once the sound of many hammers could be heard driving in the wedges which were to lift the vessel off the blocks. In just half an hour after work was commenced the vessel glided smoothly into her future home. It was a pretty sight, indeed. Expressions could be heard from old captains who had seen many a launch that this was the prettiest one they ever saw. Besides the workmen and a number of boys, only Captain Berkholm, the master of the vessel, and little Melusina Thornton were on the vessel.

As the vessel glided into the water a bottle of champagne was broken over the bow by little Miss Thornton, daughter of Chief Engineer Thornton, of the Sarah M. Renton. "Frouzy," as she is called, has her 9th birthday tomorrow, and may well feel proud that she has christened the largest schooner ever built on the Coast.

Besides the people from Seattle a great many of the Blakeley people turned out to the launching. The public schools were closed at 10:30 in the morning in order that the children might witness the scene.

The vessel will bear the name Inca, taken from an old legend regarding the king of the South American states. This is the last vessel that will be built this season by the Hall Bros.

The keel of the Inca was laid in May of this year. She is built for a company, of which Captain W. G. Hall is managing owner, and will load lumber at Seattle for Japan. She will carry 1,400,000 feet. Her keel is 200 feet long and her length over all is 240 feet. The beam is 43 feet, depth of hold 16½ feet. The registered tonnage is 901.88. The gross tonnage is 1,000. The main keelson is 14 feet with 9 feet bolts which go down within two inches of the bottom of the keel. These required a small piledriver to drive them in place. The keel is 18 inches by 20 inches deep, the main keelson is 18 inches by 5 feet, composed of three timbers. On each side of the main keelson are the sister keelsons, 18 inches by 18 inches, and on the outside of those are the assistant sister keelsons, 16 inches by 18 inches. The frame is sided 12 inches, and molded 18 inches at the keel and 8 inches at the gunwale. The frames are spaced 24 inches between centers. The sternpost was gotten from a timber 22 inches square. Below the turn of the bilge she has two strakes of ceiling 14 inches by 14 inches, and two 14 inches by 16 inches, all square fastened, four bolts in each frame. The walls are 5 inches thick. The deck beams are 14 inches by 18 inches thick. She has three water ways, one 13 inches by 14 inches, one inside of this 12 inches by 12 inches, the other inside of this 11 inches by 12 inches, which is jogged down over the deck beams, affording a lock. The deck planks are 4 inches by 4 inches. Each side of the hatches are seven strakes of deck plank 7 inches thick which are jagged down over the deck beams 3 inches, also forming a lock. She will have a steam donkey engin connected with the pumps and by messenger chain with the windless, also in the engine room she will have a steam pump. One unusual feature will be the location of the sailor's quarters, which is to be under the forecastle deck.

The foremast is 25 inches in diameter on the deck. The main, mizzen and spanker masts are 24 inches on the deck, and the gigger mast 23 inches. These masts are 104 feet and 7 inches long.

Hall Bros.' shipyard was started in 1874 at Port Ludlow by W. G. and Isaac Hall. Henry K. Hall, the present manager, came out in 1875. Since the death of Isaac Hall, in 1879, Henry K. has been alone in conducting the yard. The first vessel built was the schooner Annie Lee, a two-master of 150 tons capacity. She was launched in April, 1874. Then everything was done by hand, as there was no machinery in the yard whatever, the only steam used being that in the steam box. During the seven years at Port Ludlow thirty-one vessels were built, the largest being 479 tons. Four-masted schooners were then unknown. In 1877 and 1878 the trade on the coast was dull, but the Sandwich islands were then beginning to be developed into a sugar producing country and thus there was a demand for the small vessels to bring the sugar from the various islands to Honolulu.

Eight small schooners and two steamers were built for Hawaiian parties, the vessels ranging from 50 to 70 tons, in the years 1878 and 1879. These were all in one order. The schooner yacht Aggie, now at Seattle and owned by E. F. Sweeney, was built by Hall Bros. The last vessel built in Port Ludlow was the barkentine Wrestler. She was launched in December. In 1877 the proprietors of the Port Ludlow mill died and the business was conducted by the executors of the estate until the estate was settled. After the property was sold the mill was not operated for a number of years, so that the lumber for the ship yard had to be gotten from Port Gamble. After working for a while under these unfavorable conditions the shipyard was moved to Port Blakeley in January, 1881. The first vessel launched in Port Blakeley was put in there June 1 of the same year. It was the schooner Maria E. Smith. Up to this time all the vessels built had been schooners, except two small steamers and two barkentines, the Wrestler and Quickstep. Since coming to Port Blakeley the yard has been turning out schooners with an occasional steamer and barkentine. The size of the vessels and the number of the masts has been gradually increasing since the yard was started, starting in at Port Ludlow with the two-masted schooners and gradually increasing to the present five-masted ones. After the yard was moved only three vessels of three masts were built, and finally they dropped out and those of four masts were substituted. The Inca is the first five-masted one built in the yard.

The growth of the Sandwich islands and the demand for vessels has greatly helped the shipbuilding business here. During the past sixteen years nine steamers have been built for the Inter-Island Navigation Company of Honolulu, two being built this summer, the James Spears and the Scray. The Scray is now on her way to San Francisco and the Spears is about ready to leave San Francisco for Honolulu.

The tug Wanderer and the United States revenue cutter Richard Rush were also built here. The Rush has been in Bering sea nearly the entire time since she was built.

The pilot boat Bonita was built in 1892 for San Francisco use. The bark Hesper, now in port, was launched on the 12th day of October, 1892, with a great deal of ceremony. The schooners John A. Campbell, C. S. Holmes, Golden Shore, William Bowden, Lyman D. Foster, William Renton, Corona and the barkentine Robert Sudden, built at this yard, are all operating from the Port Blakeley mill. Twenty-one two-masted schooners, 22 three masted, 17 four-masted, 1 five-masted, 9 barkentines, 2 barks, 11 steamers and 1 yacht have been built by the company during its operations, making in all 84 vessels.

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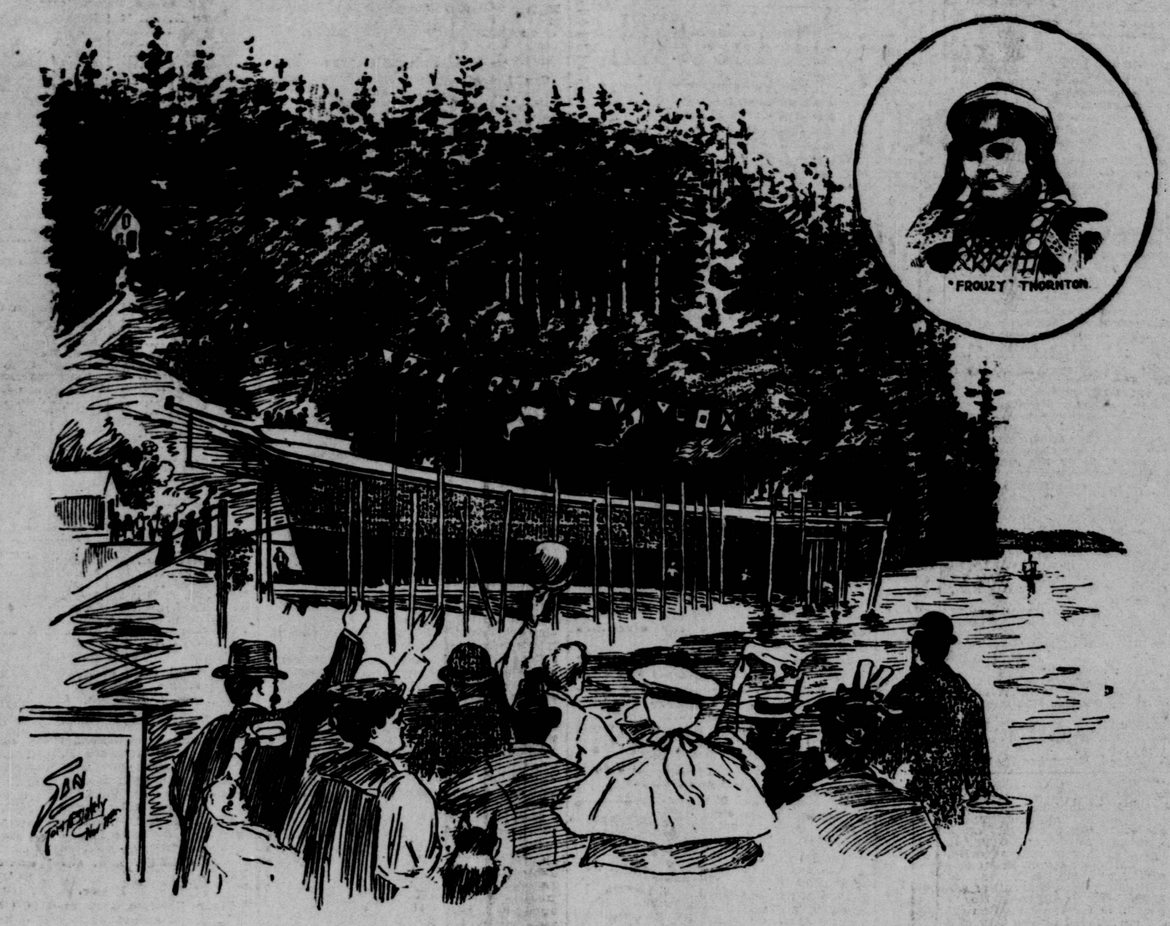

The Five-Masted Schooner Inca, Launched at Hall's Shipyard, Port Blakeley, Yesterday Morning.

AMUSEMENTS.

"The Bohemian Girl" Last Night.

Despite the abuse that the "Bohemian Girl" has suffered at the hands of amateurs, who seem to seize upon Balfe's romantic work every time they essay inroads into the realms of music, it remains a favorite with many from the very fact of its familiarity, and the Seattle theater was filled with the harmonies that for years have appealed to music lovers, on the occasion of its presentation by the Grau company last night.

No comic opera company is complete in its repertoire unless the "Bohemian Girl" is included, although it is comic in no respect except in a single character, and the allowances of stage managers for the introduction of horse-play. Year after year audiences listen to the familiar strains of "I dreamt that I dwelt in marble halls, with vassals and serfs at my si-hi-hide;" have sympathized with Count Arnheim, when he sings "The heart bowed down with weight of woe," with "weight" pronounced in innumerable syllables, and applauded "Then you'll remember me" when Thaddeus sings the touching adieu (which does not take place) to Arline. And the crowd last night applauded the familiar, old strains and shifted about in sympathy with the rhythmic strains of "In a gypsy's life you read" with "read" subdivided to the limit.

There was little of that in the performance of last night, and individually "The Bohemian Girl" was one of the best things done in this city by the Grau company. The principals were well up in the business of their parts and the chorus changed its clothes from those of the Romanies to the garb of great ladies with a facility that warmed up the property smiles and made them, in some cases, look dangerously attractive.

Robert Dunbar, as Thaddeus, was in much better voice than on the previous night, and sang his part spiritedly. Miss Johnson, as Arline, looked well and sang well. Miss Carle sacrificed her good looks to art in the character of the gypsy queen and sang her lines superbly. Gilbert Clayton was an acceptable Devilshoof, and the Count Arnheim of Sylvian Langlois was juvenile enough to have been "his leads" instead of "first old man." Eddie Smith made the most of the asinine part of Forestine, and the chorus backed up the efforts of all. The encores were numerous and each solo was generously applauded, especially that of Miss Carle in the second act. The stage management was bad in the respect of admitting a very common-looking combination commode and dressing case to a place in a marble palace.

Incidental to the interim between the shifting of scenes in the second act, Hon. Thomas B. Reed entered one of the private boxes and joined a party of his friends. His entrance was the signal for a storm of cheers and one enthusiastic individual ran down one of the aisles of the theater and proposed "Three cheers for Hon. Thomas B. Reed," which the audience gave with a will, and the big man from Maine arose and bowed. Then somebody attempted to make Mr. Reed a part of the show and yelled "Speech," which the statesman ignored, and the performance proceeded without any further display of bad taste.

Tonight the bill will be "Erminie," an opera that has had tremendous success in this country.

Zera Semon Tonight.

The Third Avenue theater will reopen this evening with Zera Semon, in his wonderful exhibition of ventriloquism, assisted by the Royal Marionettes. In addition to the regular programme, which will be an excellent one, Manager Russell has decided to distribute, entirely free, many costly and valuable presents among the members of the audience. These presents, which will cost the persons receiving them absolutely nothing, are as varied as they are valuable. The Royal Marionettes are undoubtedly the first ever seen on the Coast. They include a minstrel show, Humpty Dumpty, and many other features.

Katie Emmett Coming.

Katie Emmett, whose name has become famous for her impersonation of boy characters, returns this season to her favorite line of business. Her play, "The Waifs of New York," abounds with startling climaxes and sensational effects. Miss Emmett's characterization of the street gamin is devoid of all roughness and any hint of vulgarity. The scene lies in New York, and the settings and mechanical arrangements are excellent. There are several sensational climaxes in the play. "The Waifs of New York" is billed at the Seattle theater for two nights, beginning tomorrow.

SOMEBODY'S MISTAKE.

Nine-Months' Old Child, Given the Wrong Medicine, Dies.

Coroner Askam will hold an autopsy and inquest this morning at the residence of R. Cheadle, Fremont, to ascertain the facts connected with the death of Everett Cheadle, the nine months' old son of Mr. and Mrs. Cheadle.

The child is said to have been sick, presumably with a cold, for several days. Last Monday night Dr. Ballard was called in. He prescribed and Mrs. Cheadle went down to Elder's drug store for the medicine. She awoke the druggist who filled the prescription. Following is a copy of the prescription, as it is supposed to have been written: "Elix. cascaria sag., aromat, ℥, ij; tinct opii camph, ℥, ij; sig give xx every two (2) hours until easy, signed, Ballard.

A dose of the prescription is said to be ten drops. The first dose was given between 11 and 12 o'clock. The child appeared to rest easier after the medicine had been administered. At 3:25 Tuesday morning another dose was administered. At 8 o'clock in the morning the condition of the child had changed greatly for the worse. It was black in the face and the pupils of its eyes were contracted. Dr. Ballard was immediately called. He worked over the infant for some time and it is said to have recovered consciousness. At 4 o'clock in the afternoon there was another change for the worse. Dr. Ballard was again called and also Dr. Miller. At 5:25 o'clock the child died. Dr. Miller examined the medicine and said that it contained laudanum, whereas it should have been paregoric.

Coroner Askam will endeavor today to discover how the mistake occurred.

The mother of the child is the adopted daughter of P. N. Kalberg, who was fatally stricken with heart disease last Saturday afternoon while returning home.

Romantic Marriage at Sea.

A romantic marriage at sea took place aboard the steam schooner L. J. Perry, October 7, three miles from the shore of Cook inlet. The bride was Mrs. Eva Brainerd, of Puyallup, and the groom Thomas Hanmore, agent of the Alaska Commercial Company at Tyonic. Mrs. Brainerd is a sister of J. Andrews, agent of the Alaska Commercial Company at Hope City. Hanmore used to call on her brother, and thus grew the intimacy between them.

When the time came for the ceremony of marriage it was discovered that neither a minister nor a justice of the peace abode in all that vast region. Then they were in a quandary. It seemed hard that such a little thing should stand in the way of their happiness. Capt. Edward Kelly, of the Perry, heard of their dilemma and proposed a marriage at sea, explaining to them that three miles from the shore such a ceremony was perfectly legal. The betrothed couple eagerly agreed to the plan. A few intimate friends were asked to be present, and with these and the ship's crew as witnesses the two were made man and wife.

$15—To San Francisco—$15

From Seattle, including berth in tourist sleeper from Portland: $24 first class, including berth in Pullman sleeper from Portland, for train leaving 9:40 p. m., November 12, and 4:40 a. m., November 13. Rates to points East via California same as Northern lines. Southern Pacific ticket office, 619 First avenue.

The residence of Sandy Campbell, four miles southwest of Perrington, Mich., burned to the ground Tuesday morning, burning to death Mr. Campbell's cousin, a youth 19 years of age; also Mr. Campbell's two children, aged 2 and 6. One child escaped by jumping from a window.

INFANT HEALTH SENT FREE

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That class of Clothing which is so persistently advertised by clothing houses never will find room

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BOYS' JUNIORS, BOYS' REEFERS AND DOUBLE BREASTED SUITS

In every conceivable pattern and style from

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Boys' Ulsters And Overcoats.

We do lots of things that seem impossible to others—for instance, our line of Ulsters from

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Such sacrifices surely sow seeds of satisfaction.

ALL-WOOL MELTON, KERSEY AND COVERT OVERCOATS FROM

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These marvelous values will draw Overcoat buyers to us.

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First Avenue, Foot of Cherry.

Our Furniture Prices Are Without Equal...

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We show 146 different styles of Rockers, by actual count.

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Cobbler Seat Rocker, solid oak, polished, $2.75; twenty-five different designs.

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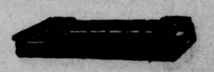

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Child's Folding Crib, woven wire springs, $2.50; with high sides, $3.50.

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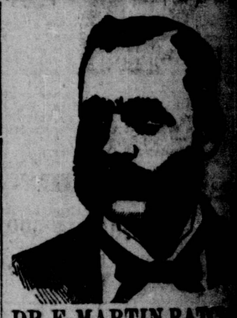

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NEW SHORT LINE TO OMAHA

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Daily Except Sunday [illegible] and Nelson [illegible]

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Passengers for [illegible] connect at Northport [illegible] daily.

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